and flies in the safety of balloons; therefore, he can afford to look at birds as he passes them by—that the problem of jets is quite different. Seriously speaking the point he raised is valid. I also accept his point that the expenditure on simulators etc., though may be heavy, when compared to the loss because of accidents must be taken into account so that we can introduce simulators and other modern techniques to give better training and reduce the risk of accidents.

SHRI DIPEN GHOSH: What I could understand from the Hon. Minister's statement is that the type of exercises in which our Air Force pilots are engaged are meeting with accidents. There is more accident-proneness than in operating the Civil Aviation Aircraft, as he was explaining to Mr. Suresh Kalmadi. What I want to know is that though our Air Force pilots are very excellent pilots, they have got expertise, but while taking part in the variety of exercises they are meeting with this type of accidents. So, my point is whether in each case of accident there has been an attempt on the part of the Government to identify the reasons for such accidents. What actually I want to know is whether it is because of the human error or because of the shortfall or deficiency in training or because of certain other reasons. So, I would like to know from the Minister whether such type of an attempt is made after each occasion of such accidents and whether the problems have been sought to be identified and also whether rectifying and remedial measures have been taken.

SHRI K. C. PANT: Yes, Sir. Always the causes are analysed and there is a court of inquiry after each accident which goes into the cause of the accident. The La Fontaine Committee to which I made a reference earlier went into—I remember having read the figure this morning—200 and some accidents. It went into the details of over two hundred accidents, as far as I remember, before it gave its conclusions. 213 accidents were analysed by them. So, it is not just a general...

SHRI DIPEN GHOSH: But could you group it broadly?

SHRI K. C. PANT: 213 accidents took place between 1972 and 1982. These were earlier accidents. I don't have the details.

SHRI N. K. P. SALVE: I have no pretensions to profundity about the air safety. In the realm of air safety of the Indian Air Force the maximum experience I have is that I have been taken for a ride in the Defence Minister's plane sometimes and the Prime Minister's plane which is very efficiently managed by the Air Force people. But there was a very significant nuance in the question by Mr. Suresh Kalmadi. I would really as an ordinary citizen like to be assured in that aspect and that aspect to which he referred was since we are increasingly indigenising our production in MIGs in Nasik whether there is something wrong in it. That means, is there anything wrong with the designing or the manufacturing or the indigenisation process? We consider that the MIGs are one of the mainstays of our air combat. Therefore, on that I would really like to be assured by the Minister on the designing and the manufacturing aspect of the MIG.

SHRI K. C. PANT: I have just got this information that MIG-21 accidents took place even on imported aircraft. Therefore, it is not just a manufacturing question.

*28. *(Transferred to the 5th May, 1989).*

MR. CHAIRMAN: Q. No. 29.

Enactment for compensation in case of accidental nuclear fall-out

*29. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the PRIME MINISTER be pleased to state

whether Government are considering to bring forward an enactment providing for safety and compensation in case of an accidental nuclear fall-out?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND THE MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K. R. NARAYANAN): Due to the rigid safety criteria in the design and operation of nuclear power plants, and the policy of maintaining 1.6 Km radius of exclusion zone around the nuclear power plants adopted by the Government, the possibility of accidents or damage to the public or environment thereof is extremely unlikely. The Government would, however, consider and provide appropriate compensation in any particular case of an unlikely accident in a nuclear power plant.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: Sir, I do not really appreciate the complacency of the Minister in his reply. I have specifically asked one question, namely, whether we should or we should not have an enactment providing for safety and compensation in case of an accidental nuclear fall-out. Now, this is one area which is very, very serious because there is nothing like fail-safe concept in any scientific technology much less so in nuclear power plants. All that I want to say is that it is a matter of surprise even an insurance policy does not cover any compensation in the case of any injury caused because of accidental nuclear fall-out. There is no protection in any law worth the name. Though we have been supporting the nuclear power plants, there is a great deal of agitation and I think the least that the Government can do is instead of getting itself lost in its complacency in the very unlikely event — I wish that it never occurs in the very unlikely event of any such disaster or tragedy occurring there should be a legislation to which a common man can go and have a ready remedy. We should not be driven to another Bhopal. We know what it means. So without making the people run from pillar to post, will the Government come out with an adequate legislation in this field which is the need of the day?

SHRI K. R. NARAYANAN: Sir, there is absolutely no complacency. Though there may be an ultimate danger in it, our experience is there. We have been working on our atomic reactor and not a single case of accident has taken place so far. But I am not saying that therefore we should not be alert and we should not...

SHRI MURLIDHAR CHANDRAKANT BHANDARE: What happened in Chernobyl?

SHRI K. R. NARAYANAN: Well, I am talking about our country. Apart from Chernobyl there has been no fatality in the nuclear accidents in the world. But there have been tremendous other kinds of accidents like Bhopal, the oil leakage in the U.S., which have caused considerably greater harm than Chernobyl. And therefore one can think of it as a serious problem but to say that it is an imminent danger for which we should legislate is not correct. There is the ordinarily a legislation which covers safety in the nuclear plants and against radiation etc. For example, we have Environmental Protection Act which does not provide any kind of compensation but if anything happens, there are provisions and the compensation would be determined...

MR. CHAIRMAN: Question Hour is over.